



DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, D.C. 20314-1000

REPLY TO
ATTENTION OF:

26 APR 1994

CECW-PW (10-1-7a)

SUBJECT: Santa Barbara Harbor, California

THE SECRETARY OF THE ARMY

1. I submit for transmission to Congress my report on Santa Barbara Harbor, California. It is accompanied by the reports of the district and division engineers. These reports are in response to a review of the authorized navigation project for Santa Barbara Harbor, California contained in House Document Number 518, 87th Congress, 2nd session, Public Law 87-874, in light of changed conditions and renewed local interest.

2. The reporting officers considered various alternative plans for resolving the severe shoaling problem in Santa Barbara Harbor. They recommend a plan that consists of the U.S. Army Corps of Engineers acquiring a 16-inch electric powered dredge plant with a full stock of required spare parts. Additional appurtenant equipment would include a workboat and skiff, pipelines, shore support equipment such as levee dozer and crane, and electrical support gear including reel barge and power cable. The dredge would be able to handle normal shoaling of at least 325,000 cubic yards per year, with the capability to pump up to 8,000 cubic yards per day for a maximum of about 650,000 cubic yards throughout the six month dredging cycle. The dedicated dredge and appurtenant equipment would be turned over to the city of Santa Barbara for the purpose of dredging and maintaining the existing Federal navigation project. The city, in addition to being solely responsible for operating, maintaining, repairing, replacing and rehabilitating the dredge and appurtenant equipment, would assume sole responsibility for dredging and maintaining the existing Federal channel. The channel maintenance program is expected to include dredging twice a year, with disposal on East Beach. Any changes to this program would require coordination with and approval by regulatory agencies. The city of Santa Barbara would be responsible for acquiring all permits and complying with any specific provisions of such permits necessary to accomplish maintenance dredging.

3. Based on October 1993 prices, the total estimated first cost of the recommended plan is \$5,530,000, of which \$4,420,000 is Federal and \$1,110,000 is non-Federal. Based on a 50-year period of analysis and a discount rate of 8 percent, the average annual costs with the new system in place are \$1,160,000, including \$700,000 for operation and maintenance. The annual costs for

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continued Corps maintenance of the Federal channel would be \$1,170,000. Therefore, the recommended plan results in a \$10,000 net annual savings over the current practice of Federal channel maintenance by the Federal Government and provides the most cost effective means for continuing maintenance of the harbor channels. The recommended plan is the national economic development (NED) plan.

4. Washington level review finds that the proposed plan for Santa Barbara Harbor is economically justified, engineeringly feasible, and environmentally acceptable. The views of interested parties, including Federal, State, and local agencies have been considered.

5. I concur in the findings, conclusions, and recommendations of the reporting officers. I recommend implementation of the proposed project with such modifications as in the discretion of the Chief of Engineers may be advisable. My recommendation is subject to the cost sharing, financing, and other applicable requirements of Public Law 99-662, including Federal responsibility for:

(a) Preparation of design requirements for the dredge system including performance specifications for all features of the system. The Federal Government does not warrant the suitability of the dredge and appurtenant equipment for the project;

(b) Acquiring a dredge and appurtenant equipment suitable for maintaining the dredged depths in the entrance channel and the inner harbor channel, and turning them over to the city of Santa Barbara;

(c) Providing advice and assistance to the city of Santa Barbara during the testing, and acceptance of the dredge and appurtenant equipment; and

(d) Funding 80 percent of the total first cost of acquiring the dredge and appurtenant equipment, including design, procurement, testing, acceptance, and other technical assistance the Federal Government provides in support of this acquisition, currently estimated to be \$4,420,000, plus an amount equal to any credit the city of Santa Barbara receives for lands, easements, rights-of-way, relocations and suitable borrow and dredged or excavated material disposal areas it provides.

6. In addition, my recommendation is subject to the non-Federal sponsor agreeing to comply with the applicable Federal laws and

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policies, and with the following requirements to:

(a) Operate, maintain, repair, replace, and rehabilitate a dredge and appurtenant equipment suitable for maintenance of the dredged depths in the entrance channel, and the inner harbor channel;

(b) Provide all lands, easements, and rights-of-way, and suitable borrow and dredged or excavated material disposal areas, and perform or assure the performance of all relocations determined by the Government to be necessary for the construction, operation, and maintenance of the project;

(c) Provide or pay to the Government, during the period of construction, the cost of providing all retaining dikes, wastewiers, bulkheads, and embankments, including all monitoring features and stilling basins, that may be required at any dredged or excavated material disposal areas required for the construction, operation, and maintenance of the project;

(d) Provide, prior to the Federal Government's acquisition of the dredge and appurtenant equipment, a cash contribution equal to 20 percent of the total first cost of acquiring the dredge and appurtenant equipment, including design, procurement, testing, acceptance, and other technical assistance the Federal Government provides in support of this acquisition; except that this contribution requirement shall be reduced by a credit, equal to no more than 10 percent of said total cost, for the value of lands, easements, rights-of-way, relocations and suitable borrow and dredged or excavated material disposal areas the city of Santa Barbara provides prior to the Federal Government's acquisition of the dredge and appurtenant equipment;

(e) Operate, maintain, repair, replace, and rehabilitate all project features in accordance with regulations or directives prescribed by the Government including maintaining the entrance channel and the inner harbor channel to the dredged depth authorized by Congress;

(f) Grant the Government a right to enter, at reasonable times and in a reasonable manner, upon land which the local sponsor owns or controls for access to the project for the purpose of inspection, and, if necessary, for the purpose of completing, operating, maintaining, repairing, replacing, or rehabilitating the project;

(g) Hold and save the Government free from all damages arising from the construction, operation, maintenance, repair,

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replacement, and rehabilitation of the project and any project related betterments, except for damages due to the fault or negligence of the Government or the Government's contractors;

(h) Keep and maintain books, records, documents, and other evidence pertaining to costs and expenses incurred pursuant to the project to the extent and in such detail as will properly reflect total project costs;

(i) Perform, or cause to be performed, such investigations for hazardous substances as are determined necessary to identify the existence and extent of any hazardous substances regulated under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 USC 9601-9675, in, on, or under any lands, easements or rights-of-way necessary for the construction, operation, and maintenance of the project except that the non-Federal sponsor shall not perform such investigations on lands easements or rights-of-way that the Federal Government determines to be subject to the navigation servitude without prior specific written direction by the Federal Government;

(j) Operate, maintain, repair, replace, and rehabilitate the project to the maximum extent practicable in a manner that will not cause liability to arise under CERCLA;

(k) Assume complete financial responsibility, as between the Government and the non-Federal sponsor, for all necessary cleanup and response costs of any CERCLA regulated materials located in, on, under lands, easements, or rights-of-way that the Government determines to be necessary for the construction, operation, and maintenance of the Project.

(l) Comply with the applicable provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Public Law 91-646, as amended by title IV of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17), and the Uniform Regulations contained in 49 CFR part 24, in acquiring lands, easements, and rights-of-way, and performing relocations for construction, operation, and maintenance, of the project, and inform all affected persons of applicable benefits, policies, and procedures in connection with said act;

(m) Comply with all applicable Federal and State laws and regulations, including section 601 of title VI of the Civil Rights Act of 1964, Public Law 88-352, and Department of Defense Directive 5500.11 issued pursuant thereto, as well as Army Regulation 600-7, entitled "Nondiscrimination on the Basis of

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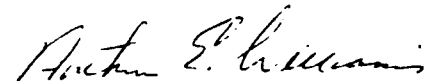
Handicap in Programs and Activities Assisted or Conducted by the Department of the Army";

(n) Comply with requirements, procedures, and standards related to environmental protection and quality control that may be prescribed pursuant to responsibilities of the laws and policies of the Federal Government;

(o) Comply with safety, labor, and contracting requirements as established by Federal and State laws and policies; and

(p) Take such actions as may be necessary to ensure that the dredge not be used outside the boundaries of the city without the written consent of the Assistant Secretary of the Army for Civil Works.

7. The recommendation contained herein reflects the information available at this time and current departmental policies governing formulation of individual projects. It does not reflect program and budgeting priorities inherent in the formulation of a national civil works construction program nor the perspective of higher review levels within the executive branch. Consequently, the recommendation may be modified before it is transmitted to the Congress as a proposal for authorization and implementation funding. However, prior to transmittal to the Congress, the sponsor, the State of California, interested Federal agencies, and other parties will be advised of any modifications and will be afforded an opportunity to comment further.



ARTHUR E. WILLIAMS
Lieutenant General, USA
Chief of Engineers

